



U.S. Coast Guard History Program

War of 1812 Revenue Cutter and Naval Operations

Historical Introduction

During the Napoleonic Wars, belligerents Great Britain and France both violated American neutrality on the high seas. For example, British ships frequently boarded United States vessels and impressed American seamen into the Royal Navy and French privateers preyed on American merchant vessels. Between 1806 and 1812, the Jefferson and Madison administrations and Congress tried to assert American neutrality through economic pressure by enacting the Non-Importation Act (1806), Embargo Acts (1807-08), Enforcement Act (1809), Non-Intercourse Act (1809-1810, revived 1811), Macon's Bill Number 2 (1810), a ninety-day embargo (April 1812) and a ninety-day non-exportation law (April 1812).

The revenue cutters had to enforce these very unpopular laws, which put thousands of Americans out of work domestically and on the high seas. The government eventually repealed these acts, but these failed trade measures contributed to mounting tensions between the United States and Great Britain, so the federal government began preparations for war by December 1811.

During the war, Congress imposed a number of temporary embargoes aimed at cutting off trade with the enemy. In addition, the Non-Intercourse Act, which Congress allowed to expire in May 1810, was re-imposed in February 1812. During the war, the revenue cutters were required to board, inspect and seize offending merchant vessels to enforce these acts and more listed within the following chronology.

Following cutters and masters listed in bold lettering:

***Active*, New York (Master Caleb Brewster)**

***Commodore Barry*, Eastport, Maine (Master Daniel Elliott)**

***Diligence*, Wilmington, North Carolina (Master Joseph Burch)**

***Eagle*, New Haven, Connecticut (Master Frederick Lee)**

***Gallatin*, Charleston, South Carolina and Norfolk, Virginia (Masters Daniel McNeill, Edward Herbert and John Hubbard Silliman)**

***General Greene*, Wilmington, Delaware (Master Joseph Sawyer)**

***James Madison*, Savannah, Georgia (Master George Brooks)**

***Louisiana*, New Orleans (Master Angus O. Frazer)**

***Massachusetts*, Boston (Masters John Foster Williams and Samuel Russell Trevett)**

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***Mercury*, New Bern, North Carolina (Master David Wallace)**

***New Hampshire*, Portsmouth (Masters William Parker Adams and Nathaniel Kennard)**

***Surveyor*, Baltimore, Maryland (Master Samuel Travis)**

***Thomas Jefferson*, Norfolk, Virginia (Master William Ham)**

***Vigilant*, Newport, Rhode Island (Master John Cahoone)**

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1812

April 4. Congress passes a “ninety-day embargo” barring ships in American harbors from sailing for foreign ports, entitled “*An Act laying an embargo on all ships and vessels in ports and harbors of the United States, for a limited time.*” Revenue cutters enforced this embargo and earlier trade legislation, such as the Non-Importation Act and the Non-Intercourse Act, which both remained in effect during the War of 1812. Word of the legislation leaked from Congress days before its passage, allowing hundreds of American ships time to fit out, load and set sail before the act required revenue cutters to detain the merchantmen.

April 14. Congress passes a “ninety-day non-exportation act” entitled “*An Act to prohibit the exportation of specie, goods, wares and merchandise, for a limited time,*” which the revenue cutters are required to enforce.

April 27. Congress passes “*An Act authorizing the departure of ships and vessels from the ports and harbors of the United States, in certain cases*”, which allows the departure of ships carrying cargoes for the federal government.

May 25. *Thomas Jefferson (William Ham)* sails the Hampton Roads area with U.S. Navy Captain Stephen Decatur and others to survey the locations of existing lighthouses and proposed signal towers for a military “telegraph” system using flags during the day and fires at night.

June 10. *Massachusetts (John Foster Williams)* seizes fishing boat *Orange of Wiscasset* near Boston carrying a cargo of nearly \$8,000 worth of illegal British goods.

June 18. President James Madison signs a declaration of war and **the War of 1812 officially begins.** The congressional authorization states, “*that the President of the United States is hereby authorized to use the whole land and naval force of the United States . . . against the vessels, goods, and effects of the government of the United Kingdom of Great Britain and Ireland, and the subjects thereof.*”

June 18. Treasury Secretary Albert Gallatin sends a circular to all customs collectors, writing only the sentence: “*Sir, I hasten to inform you that War was this day declared against Great Britain*”. In a separate circular, Gallatin orders the news dispatched to U.S. naval vessels by revenue cutters stationed at Savannah; Norfolk; Charleston; New York; Portsmouth, New Hampshire; Wilmington, North Carolina; and Wilmington, Delaware.

June 18. Treasury Secretary Albert Gallatin orders Boston revenue cutter *Massachusetts (John Foster Williams)* dispatched to the Passamaquoddy District of Maine, near the border with Canada, to notify locals of the declaration of war with Great Britain. The Passamaquoddy area of Maine experienced significant smuggling of British goods from Canada by American vessels prior to the war.

June 20. Governor of South Carolina issues quarantine orders to “*The Collector, and all other Officers of the Revenue of the United States for this port [Charleston]; the Masters and Crews of all Revenue Cutters, and the Military Officers commanding Forts or stations around the harbor, will duly observe the above Regulations, and aid in the execution of the Quarantine and Health Laws of this state.*”

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- June 24.** Newspapers report that while patrolling off Sandy Hook, Cutter *Active* (**Caleb Brewster**) witnesses the American squadron, under the command of Commodore John Rodgers, in close pursuit of the Royal Navy frigate HMS *Belvidera* (36). *Belvidera* manages to escape the squadron.
- June 25.** *Thomas Jefferson* (**William Ham**) captures British brig *Patriot* bound from Guadeloupe to Halifax with a cargo of sugar. This was the **first maritime capture of the War of 1812**.
- June 27.** *Commodore Barry* (**Daniel Elliott**) seizes the schooner *Cranberry*, carrying British goods in Maine waters.
- June 28.** *Commodore Barry* escorts the detained schooners *Theresa*, *Cranberry* and *Rising Sun* from Eastport, Maine, to Portland. These vessels had all been carrying banned British goods.
- June 29.** *Commodore Barry* detains the schooner *Nymph* in Maine waters for carrying an illegal cargo.
- June 30.** *Gallatin* (**Daniel McNeill**) returns from patrolling off the bar, near the harbor entrance of Charleston.
- July 4.** According to a New England newspaper account, the state of war announced to local citizens on the “Miami” (likely Maumee) River at Lake Erie from the deck of the local revenue boat.
- July 4.** Sources indicate that the *Surveyor* (**Samuel Travis**) seizes a British brig bound from Jamaica laden with a cargo of coffee (reported in *Niles Weekly Register*, July 4, 1812).
- July 4.** Royal Navy Vice Admiral Herbert Sawyer orders Captain Philip Broke of HMS *Shannon* to “*put to sea, and use your utmost endeavour to Capture, or Destroy all ships under the American flag in consequence of the Government of that Country having declared War against Great Britain.*”
- July 5.** *James Madison* (**George Brooks**) detains the British schooner *Wade* at Amelia Island, in Spanish Florida, after its capture by navy gunboats. *Wade*’s cargo included pineapples, turtles and 20,000 dollars in specie. *Niles Weekly Register* reported, “*The prizes lately made in this place [Amelia Island] are of great value.*” Before the war, Amelia Island had been a center for receiving British goods before smugglers brought them into the United States.
- July 5.** Congress passes “*An Act to admit the entry of vessels of the United States [bound from India] under certain conditions*”, which the revenue cutters are required to enforce.
- July 6.** Congress passes “*An Act to prohibit American vessels from proceeding to or trading with enemies of the United States, and for other purposes*”, which the revenue cutters are required to enforce.
- July 7.** A mob at Fells Point, in Baltimore, detains schooner *Josepha* and cuts off its rudder. The Baltimore customs collector puts the vessel under the protection of the cutter *Surveyor* (**Samuel Travis**).

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- July 8.** Royal Navy schooner *Whiting* captured by American Privateer *Dash* near Norfolk, Va. This was the first naval vessel captured during the war.
- July 13.** Genesee District customs collector Caleb Hopkins writes from near present-day Rochester, New York, to Treasury Secretary Albert Gallatin “*The shores being lined with Soldiers has induced me to dismiss all of my Deputies at this time as not thinking them necessary—and shall wait your further directions of the subject . . .*”
- July 14. *Eagle* (Frederick Lee)** sights a British squadron of four large warships off of Montauk Point and transmits the news by letter to the navy agent at New York.
- July 17. George Brooks (James Madison)** announces he is to set sail from Charleston to chase six British merchantmen sailing “unprotected” up the coast from Jamaica.
- July 19.** A British squadron from Lake Ontario, including HMS *Royal George* (20) and HMS *Prince Regent* (16) enter Sacket’s Harbor, New York, and capture its revenue cutter. The British keep the cutter as a prize and return the crew with the message that the Royal Navy will burn the port if the Americans fail to return a captured British brig.
- July 21.** The revenue cutter at Ogdensburg, New York, is trapped by the British warship HMS *Prince Regent* (16).
- July 23. James Madison (George Brooks)** captures the 300-ton British brig *Shamrock* after an eight-hour chase. *Shamrock* carried six guns and a crew of sixteen men, and was bound from London to Amelia Island with a cargo of arms and ammunition.
- July 24.** A letter from **Frederick Lee (*Eagle*)** to the navy agent in New York reports that the USS *Constitution* escaped from a large British squadron after a chase of four days.
- August 1. James Madison (George Brooks)** captures the Spanish brig *Santa Rosa*, likely at or near Amelia Island, and brings it to Savannah for adjudication.
- August 1. Gallatin (Daniel McNeill)** captures the British brig *General Blake*, sailing from London to Amelia Island, and brings it to Charleston for adjudication. The British ship flew Spanish colors and carried an illegal cargo including African slaves. A French privateer subsequently captured *General Blake* when it departed Charleston in January 1813.
- August 2. Commodore Barry (Daniel Elliott)** guarding five detained smuggling vessels in the Passamaquoddy District of Maine.
- August 3. Commodore Barry (Daniel Elliott)** and privateer *Madison* captured by boats sent from a Royal Navy squadron, which included HMS *Spartan* (38), HMS *Maidstone* (36), HMS *Indian* (18) and HMS *Plumper* (12). Forewarned of the attack, the Americans beached their vessels at Little River, Maine, and set up shore batteries behind defenses improvised from cordwood. The British sent in five barges with approximately 250 officers and men and suffered several dead and wounded, but carried the day. According to a local fisherman, at “*about 1 p.m. five launches of men*

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(about 250) started from them [Royal Navy warships] for the harbor. In a few minutes the firing commenced and continued for nearly two hours, then it ceased." All but two of the Americans escaped into the woods, and these two captured cuttermen (Daniel Marshall and Charles Woodward) are considered **the first POWs in revenue cutter and Coast Guard history**.

August 6. According to a newspaper report, **Gallatin (Daniel McNeill)** took a British vessel operating under a letter of marque bound from Jamaica, after an engagement lasting eight hours. [This report later declared false by the New York *Evening Post* and likely referenced the earlier capture of British brig *General Blake*.]

August 7. A Maine court adjudicates three vessels seized by **Commodore Barry (Daniel Elliott)**. Prior to its August 3rd capture by the Royal Navy, **Commodore Barry** apprehended the sloops *Favorite Patsey*, and *Randolph* and a skiff, which had carried illegal British cargoes in the Passamaquoddy District of Maine, near the border with Canada. The skiff belonged to a British vessel smuggling goods into the U.S.

August 7. Eagle (Frederick Lee) stops brig *Harriot* of Bristol, England, and a brig from Liverpool, both bound for New York; and sends both into New London for adjudication.

August 8. Diligence (Joseph Burch) transports American Major General Thomas Brown and his staff into Wilmington, North Carolina.

August 9. Diligence (Joseph Burch) transports Major General Thomas Brown and staff to Smithville, North Carolina. Military salutes fired and answered between Wilmington and the cutter.

August 11. Louisiana (Angus O. Frazer) capsizes in its homeport of New Orleans during a severe hurricane. According to an eyewitness, "*I here give you a small account of the hurricane that took place here on the 11th inst. There were 70 sail of vessels in harbor, and upwards of half of them completely destroyed, with their cargoes on board—Flatboats, barges, and trading canoes are all destroyed. The shipping will cost their value to put them in repair fit for sea. The Revenue Cutter and all hands lost.*" While the cutter was lost, Captain **Frazer** was not lost with the ship and another cutter would not serve New Orleans until after the war.

[**Note:** Nearly a year later (September 27, 1813), Acting Treasury Secretary William Jones wrote the New Orleans customs collector, "*It is not thought advisable during the continuance of the existing state of things to authorize the procuring of another Revenue Cutter, but if you should be of the opinion, that the public interest will be promoted by the employment of an additional boat, you are at liberty to purchase one on the best terms practicable.*"]

August 12. Crewmembers of **New Hampshire (William P. Adams)** save five out of seven American privateersmen whose longboat capsized in Winter Harbor, Maine, during severe weather.

August 12. Gallatin (Edward Herbert) releases the HMS *Whiting* (12) in Hampton Roads and orders it to quit U.S. territorial waters. The Royal Navy schooner was the first naval vessel captured (by American Privateer *Dash*) in the war. *Whiting* was on a diplomatic mission at the start of the war, so American authorities ordered its release. A French warship captured *Whiting* on its return trip to

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England. [*Gallatin* transferred from Charleston to Norfolk in August and **Herbert** took command while *Gallatin*'s former master, **Daniel McNeill**, remained behind in Charleston.]

August 13. *James Madison* (**George Brooks**) sets sail on a cruise out of Savannah in consort with privateers *Paul Jones* and *Spencer*, in search of British merchantmen.

August 13. USS *Essex* (46) captures HMS *Alert* (18).

August 19. Frigate USS *Constitution* (55) defeats HMS *Guerriere* (49) in North Atlantic.

August 21. *James Madison* (**George Brooks**) locates a large British convoy bound from Jamaica, and runs into the fleet. According to newspaper reports, the cutter cuts out two merchantmen and sends them as prizes to the U.S.

August 22. *James Madison* (**George Brooks**) attacks the same convoy at night a second time and mistakes the frigate HMS *Barbadoes* (32) for a large merchantman. According to reports, **Brooks** orders the cutter to fire several guns and attempts to board the British frigate before realizing his mistake. For seven hours afterward, the *Barbadoes* chases *Madison*, which jettisons two guns but is eventually becalmed. The frigate finally captures the cutter after deploying barges to tow the Royal Navy warship to the cutter's position. *Barbadoes*'s captain, Thomas Huskinson, noted that he had already chased *Madison* once before and complimented the cutter on its fast sailing qualities. HMS *Polyphemus* (64), which also escorted the convoy, sent a prize crew of twenty men on board *Madison* and the American prisoners were split up between the two British warships.

August 25. *General Greene*'s (**Joseph Sawyer**) crew and personnel from a navy gunboat board the ship *Superior* loaded with illegal British goods. The ship was sent to New Castle, Delaware, where an altercation ensued between Customs Collector Allen McLane and the regional navy commander Alexander Murray regarding which federal agency had legal possession of the ship.

August 26. Commodore Alexander Murray orders the seized ship *Superior* sent to Philadelphia for adjudication. On September 21, Collector Allen McLane orders the commodore arrested and jailed in Delaware.

August 27. Commodore Alexander Murray returns seized ship *Superior* to Delaware and begins court proceedings against Customs Collector Allen McLane. On June 28, 1815, the newspapers reported that a jury in the U.S. Circuit Court case of "*Commodore Alexander Murray vs. Collector Allen McLane*," found in favor of McLane in that "*Seizures of vessels within the waters of the U. States, for violation of the non-intercourse act, are considered as properly belonging to the revenue officers.*"

September 1. Acting Treasury Secretary Edward Polk authorizes increase of *General Greene*'s (**Joseph Sawyer**) complement to twenty-four men.

September 2. *Gallatin* (**Edward Herbert**) escorts into Norfolk the ship *Tom Hazard*, which carried an illegal cargo of British goods and was apprehended earlier by American privateer *Comet*, whose captain kept the ship's papers and manifest.

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September 2. *Thomas Jefferson* (**William Ham**) seizes brigs *Ariadne* and *Rockland* for carrying illegal cargoes and escorts them into Norfolk, Virginia.

September 18. The Charleston newspaper publishes intelligence passed by *Gallatin* (**Edward Herbert**) to a Charleston-bound schooner, regarding the location of the British squadron off the Virginia Capes and its recent prize captures.

October 6. British officers and men on barges launched from the HMS *Royal George* (20) capture a small revenue cutter stationed near Rochester, New York, at the mouth of the Genesee River.

October 7. Prisoners from the *James Madison* formally designated as “prisoners of war.” The British place all of the officers on board the cartel brig *Diamond* for parole at New London. Nine enlisted men are sent to Halifax and four to Boston. The rest placed in prison at Chatham, England. Four men considered black slaves were captured with *Madison* as well as three men described as “mulatto,” who were not considered slaves and sent to England as POWs. Of the latter group, fifteen-year-old Beloner Pault of Savannah is the youngest recorded POW in the history of the Revenue Cutter Service and modern Coast Guard.

October 10. *Gallatin* (**Edward Herbert**) detains vessels *Active*, of London, and *Georgiana*, of Liverpool, for “*violation of the non-importation law.*”

October 10-12. Commanding an armed party and small boat on Saturday, October 10, **Angus O. Frazer** (formerly master of *Louisiana*) apprehends armed smugglers and their delivery boat near Barataria Bay. The smugglers manage to escape only to return the next day to capture Frazer, his men and the boat. Not bound or tied, Frazer and his men escape the smugglers on Sunday night while their captors press on to New Orleans to sell their illegal goods. Smuggling had been common in the Barataria Bay area for quite a while and would continue throughout the war.

October 19. *Gallatin*, newly returned to service from Norfolk to Charleston, sails under the command of South Carolina revenue master **Daniel McNeill**, who reports sighting a British warship while patrolling the coast south of Charleston.

October 22. Master **Angus O. Frazer** returns from a U.S. Army-led reconnaissance mission to uncover smugglers and survey outlying islands and bayous. During the mission, the patrol located two armed and un-flagged schooners on Barataria Bay. When approached, crews on board the two vessels showed contempt and disrespect toward the armed American patrol.

October 25. *Gallatin* departs Charleston on a cruise under newly commissioned master **John Hubbard Silliman**.

October 25. Frigate USS *United States* (54) captures HMS *Macedonian* (49) in the North Atlantic.

November 5. Newspapers report that General William Hull, governor of Michigan Territory, used a revenue cutter for local travel before his military defeat at the hands of British forces.

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November 7. *Gallatin* (**John H. Silliman**) joins famed privateer *Saucy Jack* to track down the enemy privateer *Caledonia* off the coast of Charleston. They return empty handed.

November 23. In Philadelphia, members of *General Greene*'s (**Joseph Sawyer**) crew use axes to cut open the bow of the brig *Rattlesnake*, which capsized during a severe storm. The cuttermen saved eighteen men and one boy, who all nearly died after spending four hours in chin-deep water with limited air.

November 24. *James Madison*'s captured officers arrive at New York from Bermuda on board a cartel ship. According to a New York *Evening Post* report, "*Among the prisoners arrived at New York, Tuesday, November 24, 1812, by Cartel Brig Diamond, are Captain Brooks and his officers of the Revenue Cutter Madison of Savannah.*"

November 27. The Royal Navy's Admiralty sends orders to British Admiral John Warren, commander-in-chief of the North American Station, to blockade the Chesapeake and Delaware bays.

November 28. Treasury Secretary Gallatin writes New Orleans customs collector to dismiss revenue cutter master **Angus O. Frazer**. He was dismissed for "*arbitrary action and unjust conduct*" for insulting behavior toward a merchant captain named Grandson. In his letter, Gallatin wrote, "*he [the President] has directed that Capt Frazer be dismissed from his command as master of a Revenue Cutter, and you will accordingly be pleased to inform him that he is no longer considered as being in the public service.*"

November 29. *Diligence* (**Joseph Burch**) rescues survivors of the American brig *Defiance*, bound from New York to Savannah. The vessel capsized in a violent storm offshore, drowning three passengers and washing ashore on Cape Fear, near Wilmington, North Carolina. The crew of *Diligence* helped save some of the brig's cargo and assisted in interring the bodies of the dead at Cape Fear.

December 11. Frigate USS *Essex* (46) captures HM Packet brig *Nocton* (10) in South Atlantic.

December 28. In response to a letter from the Boston Customs Collector, Treasury Secretary Albert Gallatin writes, "*A Revenue Cutter cannot be expressly fitted and employed for the purpose of cruising against an enemy except under the 98th Section of the collection law in which case the Cutter must be placed under the direction of the Secretary of the Navy.*"

December 29. Frigate USS *Constitution* (55) defeats HMS *Java* (49) off the coast of Brazil.

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January 17. HMS *Narcissus* (38) captures USS *Viper* (16) in the Caribbean.

January 27. Congress passes "*An Act authorizing the admission, under certain circumstances, of vessels owned by citizens of the United States of America, with their cargoes, from British ports beyond the Cape of Good Hope [meaning India and Far East]*", which the revenue cutters must enforce.

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January 31. Crew of **General Greene (Joseph Sawyer)** saves prize ship *Lady Johnson*, which was adrift in thick pack ice and in danger of going ashore in Delaware Bay. The district court of Wilmington, Delaware, reported that Captain Sawyer and his crew “*exposed themselves to the rigors and severities of a most inclement season, succeeded in removing the said ship to a safe place in the Christina Creek, where she now lies and the part of her cargo on board in perfect safety . . .*”

February 4. Admiral John Warren begins rigorous enforcement of Admiralty’s November 27, 1812, order to blockade the Delaware and Chesapeake bays. On February 4, a British fleet under Rear Admiral George Cockburn anchors in Hampton Roads, Virginia, to begin the blockade of the Chesapeake Bay.

February 15. Revenue cutter [likely **Massachusetts (John Foster Williams)**] apprehends brig *Sarah*, bound from Liverpool to New York, at Edgartown, Martha’s Vineyard, for an illegal cargo.

February 24. USS *Hornet* (20) defeats HMS *Peacock* (20) off the Atlantic coast of Guiana.

March 4. Twenty-five-year-old seaman George Crafts deserts **Gallatin**. Master **John Silliman** offers a ten-dollar reward for the deserter’s apprehension or information leading to the capture of the seaman.

March 15. Treasury Secretary Albert Gallatin, by authority of the president, orders the Norfolk customs collector to “immediately extinguish” the lights and remove the lamps, oil and “*other moveable apparatus*” in all lighthouses located in the Chesapeake Bay “*for the purpose of preventing the enemy again putting up the lights.*”

March 20. Wilmington, Delaware, customs collector orders **General Greene (Joseph Sawyer)** to observe and report all activities and movements of Royal Navy forces blockading the Delaware Bay.

March 30. British admiral John Warren extends the earlier blockade of Delaware and Chesapeake bays to include New York, Charleston, Port Royal, Savannah and New Orleans.

March 27. Captain of the schooner *Malaparte* publishes his thanks to the captain and crew of **Gallatin (John H. Silliman)** for helping save the ship’s cargo after the vessel went ashore near Savannah.

March 29. A local newspaper reports **Eagle (Frederick Lee)** has returned to New Haven from a “cruise”.

March 31. **Gallatin (John H. Silliman)** arrives in Charleston after a five-day cruise from Savannah in which he noticed British naval cruisers off Port Royal, South Carolina.

April. During the month of April 1813, a large British naval force from Hampton Roads threatens and sacks villages, towns and cities along the shores of Chesapeake Bay.

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April 1. At 11:00am in the morning, while *Gallatin*'s (**John H. Silliman**) crew cleaned the ship's muskets, the powder room explodes and blows off the cutter's stern and quarterdeck, killing three crewmembers and seriously wounding five more. The cutter sank immediately at its anchorage several yards off Blake's Wharf in Charleston Harbor. Captain **Silliman** was on shore when the accident occurred. The Charleston newspaper reported, "*We have to state a most melancholy occurrence which took place in our harbor this morning—the blowing up of the Revenue schooner Gallatin, commanded by Captain John Silliman. She arrived here yesterday from Savannah and a cruise, and was anchored abreast the City. The confusion and distress which this accident has occasioned, have prevented us from obtaining any correct information as to its cause, or to the number of persons who have suffered. We have seen four of the unfortunate men who were picked up and who are lacerated and torn in a manner the most pitiable.*"

April 5. *Eagle* (**Frederick Lee**) reports sighting off Montauk Point a British squadron of two 74's, a frigate and a sloop of war.

April 11. *Thomas Jefferson* (**William Ham**) together with a pilot boat and local militia capture three Royal Navy barges, including approximately sixty British officers and enlisted men. The armed American party also repatriated the crew of the American merchantman *Flight*, captured earlier by the British barges. The *Alexandria Gazette* (April 19) reported, "*The barges attempted to escape up [the] James River, but were overhauled so fast, that they hove to and surrendered.*" And . . . "*as the Cutter was about to pour a broadside into them, the lieutenant displayed a white flag and said, that it was not their intention to make any resistance, upon which assurance Capt. Ham ordered them ashore and sent them under an escort of forty riflemen, to Hampton.—There were in these three launches about fifty Englishmen . . . The loss of so many men and barges at this time will embarrass the enemy not a little, as it will weaken very considerably his means of annoyance.*"

May 3. British naval forces land troops and set fire to Havre de Grace, Maryland.

May 5. British naval forces land troops and burn Georgetown and Fredericktown, Maryland.

May 10. Boston-based *Massachusetts* (**John Foster Williams**) stops a cartel schooner sailing for Halifax, discovers illegal correspondence and returns one illegal passenger to Boston.

May 11. New Haven, Connecticut-based *Eagle* (**Frederick Lee**) serves as platform for a prisoner transfer, with the British paroling thirty-eight Americans.

May 21. British privateer *Venus of Bermuda* (formerly the American privateer *Highflyer* of Baltimore), attempts a surprise attack on cutter *Mercury* (**David Wallace**) and American vessels anchored at Ocracoke. The plot was detected and an alarm raised in town before the British privateer could spring its trap, so the enemy raider departed to search for easier prey sailing offshore.

May 26. A New York newspaper reports that cutter *Active* (**Caleb Brewster**) braves a "strong south gale" near Montauk Point, Long Island, to maintain surveillance of three British men-of-war about ten miles out to sea. *Active* passes the intelligence by way of small craft to Commodore Stephen Decatur's squadron anchored to the west near Orient Point in Long Island Sound.

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May 28. Seaman John Barber (or Bearbere), from *James Madison*, becomes the first revenue cutter POW to die in captivity. He dies on board the British hospital ship *Le Pregase* at Chatham, England.

June 1. Caleb Brewster (Active) reports on naval operations of Commodore Stephen Decatur's squadron then trapped in Long Island Sound.

June 1. A British fleet arrives in Hampton Roads from Bermuda in preparation for an attack on Norfolk, Virginia.

June 1. Captain Philip Broke of HMS *Shannon* (52) defeats frigate USS *Chesapeake* (50) off the coast of Boston, Massachusetts. *Chesapeake's* captain, James Lawrence, is mortally wounded in the battle.

June 5. A New London, Connecticut, correspondent reports that the enemy's barges "*yesterday towed a sloop out of Four Mile river, laden with flour; also burnt others off Plumb-Island. A very small force, even two or three of our revenue cutters, well manned, might soon put a stop to this business.*"

June 8. Active (Caleb Brewster) breaks through the British blockade of New London to join Commodore Stephen Decatur's naval flotilla five miles up the Thames River.

June 10. A Royal Navy squadron tightens its blockade of the New London flotilla, including USS *United States* (54), USS *Macedonian* (49), USS *Hornet* (20) and cutter *Active* (**Caleb Brewster**).

June 12. Surveyor (Samuel Travis) captured by four barges from frigate HMS *Narcissus* (32). Anchored off of Gloucester Point, near Yorktown, Virginia, **Travis** posted a picket boat and installed boarding nets. At about midnight on the evening of June 12, barges carrying a party of over fifty British officers and men approached through the evening haze with muffled oars. They managed to close to within 150 yards of the cutter before the picket boat detected them and fired a warning shot. The barges proved too close for *Surveyor's* carronades and the British boarding party gained the deck of the cutter. Armed with two muskets each, the *Surveyor's* crew of fifteen fought stubbornly, killing three attackers and wounding seven more; however, the British force overwhelmed the crew and captured the cutter.

The lieutenant in charge of the attacking flotilla returned **Travis's** sword and wrote a note commending him for the valiant defense of his ship in the face of overwhelming enemy forces: "Sir:

Your gallant and desperate attempt to defend your vessel against more than double your number, on the night of the 12th instant, excited such admiration on the part of your opponents, as I have seldom witnessed, and induced me to return you the sword you had so ably used, in testimony of mine.

Our poor fellows have severely suffered, occasioned chiefly, if not solely, by the precaution you had taken to prevent surprise; in short, I am at loss which to admire most, the previous arrangement on board the "Surveyor," or the determined manner in which her deck was disputed inch by inch.

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You have my most sincere wishes for the immediate parole and speedy exchange of yourself and brace crew, and cannot but regret, that I myself have no influence that way, otherwise, it should be forthcoming.

I am sir, with much respect, your most obedient servant, John Crierie.

June 16. Ex-**James Madison** sold to the 2nd Earl of Belmore, Enniskillen, Northern Ireland; renamed *Osprey*; and converted into an armed yacht.

June 18. In an interview with a correspondent, while held on board the frigate HMS *Junon*, **Samuel Travis** provided the following after action report: *"Captain Travis on the night of the 12th inst had anchored off Gloucester point: the night being hazy and knowing the enemy's squadron continued in the bay, he sent a guard boat for the purpose of preventing surprise. About 12 o'clock at the distance of 150 yards, he discovered the enemy approaching. The guard boat had been cut off, and compelled to fly to Gloucester shore.-Finding it impossible to make his guns bear with effect, and, to render it a dear bought victory to the enemy, he provided his men with two muskets each, and directed them to lay close until they approached to within pistol shot, when he would give them the word to fire."*

June 19. The Baltimore customs collector writes that **Surveyor** *"was an old vessel, scarcely worth repairing. Carried 6 guns of small calibre, and probably had about 15 men and boys on board when captured."*

June 20. Frigate HMS *Junon* (44) attacked by a fleet of navy gunboats defending Norfolk, Virginia. Former **Surveyor** master, **Samuel Travis**, is held as a prisoner on the deck of *Junon* and witnesses the action as the British frigate drives off the gunboats.

June 21. William Jones, Acting Secretary of the Treasury (as well as Secretary of the Navy), writes the Baltimore customs collector, regarding **Surveyor**'s officers and crew, *"that as a Revenue Cutter can be of no use in the waters of the Chesapeake, during the continuance of the present state of things [close British blockade], it will be proper for you to inform the officers and crew of the "Surveyor" that they are to consider themselves as being no longer in the service of the United States."*

June 22. A British fleet lands a force of 1,500 troops near Portsmouth, Virginia, which is subsequently defeated by American land forces at the Battle of Craney Island.

June 25. The British fleet lands troops at Hampton, Virginia, and sacks the city. The British use the captured cutter ex-**Surveyor** to help cover the landings and take the city.

July 12. A British squadron launches a surprise attack against Ocracoke, North Carolina, including the cutter **Mercury** (**David Wallace**) and two armed American privateers at anchor there. Fifteen armed barges, supporting approximately 1,000 British officers and enlisted men, overtake the American brigs, but the **Mercury** escapes by *"crowding upon her every inch of canvas she had, and by cutting away her long boat."* The British had hoped to capture the cutter and sail into Pamlico Sound to take by surprise the city of New Bern, N.C.; however, **Mercury** sailed away with important customs

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house papers and bonds, arrived with the news at New Bern and thwarted a surprise attack by the British forces. New Bern, North Carolina's *Carolina Federal Republican* wrote on July 31st "*Captain David Wallace of the Revenue Cutter, merits the highest praise for his vigilance address and good conduct in getting the Cutter away from the enemy, and bringing us the most speedy intelligence of our danger. To this fortunate event, we may fairly and truly ascribe the backwardness of the enemy to make his intended visit to Newbern, and his final abandonment of the design.*"

July 27. *Active* (Caleb Brewster) arrives in New York escorting an American merchantman from New London. The cutter sailed within sight of the blockading British squadron, but was not chased.

July 29. Congress passes "*An Act laying a duty on imported salt; granting a bounty on pickled fish exported, and allowances to certain vessels employed in the fisheries,*" which revenue cutters must enforce.

July 30. *Mercury* (David Wallace) carries New Bern militia officers to Ocracoke to survey Beacon Island as a suitable site to erect fortifications.

August 2. *Active* (Caleb Brewster) sails from New Haven as escort to a convoy composed of brig *James Monroe*, packet *Juno*, and several smaller sailing vessels. According to the *Connecticut Mirror*, Brewster sailed under the cover of a dark night and enjoyed a fair wind.

August 3. *Active* (Caleb Brewster) arrives in safely in New York with its convoy of New Haven vessels.

August 5. U.S. privateer *Decatur* (7) captures HMS *Dominica* (16) near Bermuda.

August 7. Captain **Samuel Travis** (*Surveyor*) returns to Norfolk, Virginia, after the Royal Navy paroles him at Washington, North Carolina.

August 14. HMS *Pelican* (21) defeats USS *Argus* (20) off the coast of Wales.

August 24. Acting Treasury Secretary William Jones answers a New Orleans customs collector letter regarding "*smuggling & piratical establishment made by certain persons in defiance of the laws, at & near Lake Barataria*", authorizing the local naval commander to work with revenue officers to apprehend the smugglers and illegal cargoes, such as slaves.

September 5. USS *Enterprise* (16) defeats HMS *Boxer* (14) off the coast of Maine.

September 15. Under a white flag, an officer from HMS *Pears* delivers to the deputy customs collector at Ocracoke, North Carolina, a notice "*declaring this port, together with Beaufort and all others of note to the southward of this, in a state of blockade; he also informs that all the ports of the United States, to the southward of Boston, are declared to be in the same predicament*" [*Salem* (Massachusetts) *Gazette*, October 5, 1813]

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September 18. Baltimore *Patriot* reports that the revenue boat at Machias, Maine (likely the *Income* under **Daniel Elliott**), captures an American schooner, which had been captured by the British privateer *Dart* and sent as a prize to Halifax. The captured schooner had a prize crew on board, but was piloted through thick fog to the revenue boat by the only remaining member of the original crew.

September 23. Frigate USS *President* (55) captures HMS *Highflyer* (8) off the New England coast.

September 27. Acting Treasury Secretary William Jones writes the customs collector at New Orleans “*The frequent violation of the revenue laws of the United States, by a daring & unprincipled band of pirates & smugglers has been long known to this department & by referring to the correspondence with your predecessor, you will perceive that he was instructed to apply to Govr. Claiborne & solicit his cooperation in arresting the further progress of the evil. I will not dissemble however that whilst the inhabitants of Louisiana continue to countenance this illegal commerce and the courts of justice forbear to enforce the laws against the offenders, little or no benefit can be expected to result from the best concerted measures.*”

October 3. *Eagle* (**Frederick Lee**) apprehends brigs *Patriot*, *Harriet* and *Ann McLane* and sends them into New Haven laden with illegal British cargoes.

October 4. *Vigilant* (**John Cahoone**) captures British privateer *Dart*. *Vigilant* sailed out of Newport, Rhode Island, pursued the armed privateer and caught it. *Vigilant* fired its guns at the privateer, and then **Cahoone** ordered his cutter alongside *Dart*. **Cahoone** sent on board *Dart* an armed boarding party, which chased the privateer’s crew below deck and captured the ship. *Dart* was armed with one twelve-pound, two nine-pound, and two six-pound cannon, and four swivel guns. One source indicated that *Dart* carried six nine-pound carronades, six swivel guns and a crew of twenty-five. According to the *Columbian Patriot* (October 20): “*Captain Cahoone, with the volunteers under his command, deserve the highest credit for the spirit and promptitude with which this affair was conducted; and it is of the utmost importance, as it is probable she [Dart] would, but for this, have been almost a constant visitor during the ensuing season, when the mischief she would have done is incalculable.*” This was the last successful use of boarding by a revenue cutter in the Age of Sail.

October 10. A revenue cutter [likely *Eagle* (**Frederick Lee**)] apprehends an eastbound “Boston and New York packet” near Fairfield, Connecticut, for “*breach of Sabbath*” as directed by the Non-Intercourse Act. All passengers and crew were indicted, incarcerated and fined for breaking the law.

October 17. British sloop HMS *Recruit* (18) begins close blockade of Wilmington, North Carolina.

October 26. *Vigilant* (**John Cahoone**) captures a British prize schooner carrying a cargo of wood forced into Newport Harbor due to damaged sails and rigging. The British prize crew escaped in the ship’s boat but later surrendered to authorities in Saybrook, Connecticut.

October 26. *Eagle* (**Frederick Lee**) escorts to New York Harbor the American coasters *Fair American*, *Jennet* and others vessels from New Haven.

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November 3. *New Hampshire* (Nathaniel Kennard) operates out of Portsmouth with Commodore Isaac Hull's flotilla [USS *Enterprise* (12), USS *Rattlesnake* (14) and two navy gunboats] in pursuit of two Royal Navy brigs. The American vessels return to port when the smaller British warships appear to be setting a trap with an enemy frigate.

December 13. Crew of *Active* (Caleb Brewster) use ship's boat to seize a deserted Swedish schooner in Huntington Bay on Long Island.

December 17. In an effort to stem illegal trade with British blockading forces, Congress passes "*An Act laying an embargo on all ships and vessels in the ports and harbours of the United States*," which prohibits American merchantmen from leaving port.

1814

January 1. The Baltimore newspaper reports that the schooner *Despatch* was boarded by the *Thomas Jefferson* (William Ham) and sent into Norfolk for breaching the embargo. Enemy ships had chased the schooner into the shelter of Hampton Roads.

January 4. *Eagle* (Frederick Lee) arrives in New York as escort for merchantmen from New Haven.

January 20. John Cahoone (*Vigilant*) petitions Congress for compensation for capture of the British privateer *Dart*.

January 22. At Sandy Hook, Cutter *Active* (Caleb Brewster) detains the cartel ship *Fair American*, bound for Liverpool. Brewster's boarding party finds eleven men with no passports concealed in the ship's hold as well as a large quantity of suspicious papers and documents. According to one newspaper account, several men of wealth were disguised as seamen and certain documents were torn to pieces during the revenue officers' inspection. The newspaper also noted that "*We further learn that two prisoners of war are amongst the men taken out, and a large quantity of letters were found in the baggage (some say 500 and others more) containing draughts, bills, orders, &c. for supplying the enemy on our coast, in Canada and in the West Indies, &c., &c. premising the development of a most nefarious and long continued system of smuggling, victualing the British and contravening the most imperious laws and highest interests of the country.*"

February 14. Frigate USS *Constitution* (52) captures HMS *Pictou* (16).

February 18. Norfolk, Virginia, customs officials and the revenue cutter criticized by local newspaper for enforcing the embargo and levying customs duties against local lighters and water traffic.

February 19. *Active* (1st Mate Henry Cahoone in command) reports to the local newspaper the latest news from frigate USS *President* (55), recently arrived at Sandy Hook, New Jersey.

February 22. Patrolling off of Jonesport, Maine, in the Machias, Maine-based revenue boat *Income*, Master Daniel Elliott encounters the British privateer *Hare of St. Johns* (the former American privateer *Wasp* of Salem, Mass.), beaches his vessel at nearby Sawyer Cove and takes cover. An armed landing party from the vessel rows ashore to take possession of the vessel. However, with the

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aid of local militia **Elliott** drives off the British landing party, which suffers one killed and two wounded before escaping to the privateer waiting offshore. The enemy vessel fires a few cannon shots at **Elliott** and his men before departing for Halifax, Nova Scotia.

March 4. Commanding revenue boat ***Income***, **Daniel Elliott** takes possession of British prize vessel *Porpoise* from American privateer *Nonsuch* and sends it to the customs collector at Machias, Maine.

March 4. Congress passes “*An act to provide for the return to their own districts of vessels detained by the embargo in districts other than those where they are respectively owned or belong*” for American merchant vessels trapped in harbors other than their homeport.

March 15. Plattsburgh (New York) *Republican* reports that the revenue boat for Lake Champlain barely escaped the powerful British flotilla unleashed on the lake after the winter ice thawed.

March 28. Treasury circular issued to customs collectors exempts American fishing vessels from inspection by revenue vessels as previously dictated by the embargo act of December 17, 1813.

March 28. Frigate HMS *Phoebe* (36) and HMS *Cherub* (26) defeat frigate USS *Essex* (46) off the coast of Chile.

March 30. New Orleans customs collector writes the Treasury Department, recounting an armed conflict between local smugglers against revenue officers and inspectors, who suffered injuries and property loss resulting from the fight.

March 31. The Charleston newspaper reports that a diving bell has been built to help salvage ordnance and equipment from the wreck of the sunken cutter ***Gallatin*** (**John H. Silliman**). It also reports that since the March 1813 explosion, attempts have been made to raise the entire hull of the cutter.

April 10. Under a white flag, Norfolk locals negotiate with the British for the release of former cutter master **Edward Herbert**. **Herbert** was captain of the merchant schooner *Traveller*, bound from Baltimore to Norfolk, when the British captured it.

April 14. Congress passes an act to repeal the embargo act of December 17, 1813, which had prohibited American merchantmen from leaving port.

April 16. Congress passes legislation approving distribution of prize money for the captured privateer *Dart* to **John Cahoon**, the crew and volunteer militiamen on board Cutter ***Vigilant*** during the capture of the privateer.

April 18. Congress passes “*An Act granting pensions to the officers and seamen serving on board the revenue cutters in certain cases*”, which provides pensions for wounded revenue cutter personnel as long as the cuttermen served in connection with U.S. Navy operations.

April 29. USS *Peacock* (22) defeats HMS *Epervier* (18) in the Caribbean.

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May 5. Oswego District customs collector Nathan Sage loses his revenue boat to the local militia as it prepares to defend Oswego, New York, against a British assault.

May 7. The Royal Navy paroles **Edward Herbert**, one-time master of *Gallatin*, to Norfolk, Virginia.

May 30. *Eagle* (Frederick Lee) takes on forty-four volunteer militia and pursues the privateer *Liverpool Packet*, which had just captured a locally owned sloop outside New Haven Harbor. *Eagle* and another armed vessel are forced back to the harbor after sighting a British frigate and two other enemy warships. The local newspaper states: “*The spirit which animated all who embarked on the expedition, is worthy of praise and imitation, and renews a confidence that the sons of Connecticut will still perform their duty, spontaneously, whenever a fit occasion demands.*”

June 2. *Vigilant* (John Cahoone) tows into Newport, Rhode Island, the fire-damaged brig *Little Francis*, bound from St. Barts with molasses and sugar, which had been run ashore by the warship HMS *Nimrod* and torched by a landing party from the British vessel. The brig was re-floated and *Vigilant* took it under tow.

June 11. Light Keeper Simeon Bates of the Scituate Lighthouse fires his signal cannon at a locally owned vessel captured by marauding British naval forces. This is the first known case of a lighthouse firing shots in anger.

June 14. *Eagle* (Frederick Lee) escorts sloops *Astrea*, *Allen* and *Rising Planet* into New York Harbor from New Haven.

June 17. *Eagle* (Frederick Lee) escorts a convoy of twenty coastal sailing craft into New Haven Harbor from New York City. The *New York Evening Post* (June 18) reports “*Yesterday at 4 P.M. Passed the New-Haven Revenue Cutter Eagle, Lee, from New York, with 20 sail of coasters under convoy, standing into New-Haven. No enemy’s cruisers in the sound.*”

June 24. John Foster Williams, seventy years of age, dies of natural causes at Boston, Massachusetts, while still in command of cutter *Massachusetts*.

June 28. USS *Wasp* (22) defeats HMS *Reindeer* (19) in North Atlantic.

July 12. HMS *Medway* (80) captures USS *Siren* (16) off coast of South Africa.

July 14. *Active* (Caleb Brewster) fires a salute as part of the foundation stone laying ceremony for Fort Stevens, a new fort stone situated at Hallet’s Point.

July 14. *New Hampshire* (Nathaniel Kennard) and navy gunboat *Number 88* capture a British vessel used as a tender for HMS *Tenedos* (38), and an American prize vessel the tender had captured. The prisoners included three British officers and ten enlisted men.

July 19. In response to correspondents from the New Haven area, Treasury Secretary George Campbell writes the New Haven customs collector to remind local residents that the “*the Cutter ‘Eagle’ being*

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exclusively intended for the protection of the Revenue, cannot with propriety be employed in the manner they wish [as a naval warship].”

August 4. *Massachusetts* (Samuel Russell Trevett) conveys the Boston customs collector and surveyor to call on the Dutch minister on board the Dutch warship *Ajax*, anchored in Boston Harbor. After the men returned to the cutter, *Massachusetts* fired a salute in recognition of the Dutch dignitary.

August 8. Peace negotiations between the United States and Great Britain begin in Ghent, Belgium.

August 13. Caleb Brewster (Active) reports to New York authorities regarding the British assault on Stonington, Connecticut, and American sloops captured by the enemy in Long Island Sound.

August 19. Caleb Brewster (Active) informs New York authorities about a British squadron sailing off Sandy Hook, New Jersey.

August 24. Battle of Bladensburg fought in Maryland.

August 24-25. British troops burn Washington, D.C.

September 6. Committee of Defense for the Delaware River writes Treasury Secretary George W. Campbell requesting the use of cutter *General Greene* (**Joseph Sawyer**) for daily intelligence gathering trips into Delaware Bay to report the movements of enemy blockading vessels. In the letter the committee wrote “*the revenue cutter [General Greene] appears to us particularly well adapted to this service*” of observing “*movements of the enemy, in or towards the [Delaware] bay.*”

September 19. *Massachusetts* (Samuel Russell Trevett) conveys Brigadier General Henry A.S. Dearborn, the newly appointed commander of forts in Boston Harbor, to his headquarters at Fort Independence. The cutter fires salutes on his embarking and his landing at the fort.

September 19. Treasury Secretary Campbell instructs Wilmington, Delaware, customs collector to use *General Greene* (**Joseph Sawyer**) to gather intelligence on “*enemy movements in the Delaware [Bay].*”

October 10-13. After a British sloop captures an American merchantman near New Haven, cutter *Eagle* (**Frederick Lee**) takes on extra volunteer crewmembers and attempts to intervene. The next morning, **Lee** finds his cutter dangerously close to the gun brig HMS *Dispatch* (18) and a tender; manages to escape capture by enemy barges; and runs the cutter ashore on Long Island. The cutter’s crew and militia drag *Eagle*’s cannon on shore and duel with the British warship without a decisive outcome. An American captive on board the captured merchantman characterized the engagement as such: “*The cutter was stripped of her sails, &c, and her guns dragged up to a high bluff, and there fought against the brig and tender with bravery until two o’clock. The brig opened fire against the cutter and our people on the hill about 9 o’clock, and by two the cutter’s masts were cut away, and her hull appeared to us who were in the sloop, about 2 or 3 miles from the brig, to be a wreck.*” After fighting for two days, *Dispatch* departed, and then **Lee** patched up and refloated damaged *Eagle*. However, *Dispatch* and its tender returned with HMS *Narcissus* (36) on October 13 and delivered an overwhelming force of seven barges, whose men fought off **Lee**’s men and

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captured the damaged cutter. **Lee** later commented: *“The officers and crew, together with the volunteers, on board the cutter, have done their duty as became American sailors.”*

November 5. The Pittsfield [Massachusetts] *Sun* reports a British brig captured and sent into Beaufort, North Carolina, by the local revenue cutter [likely **Mercury (David Wallace)**].

November 12. Mercury (David Wallace) captures the *Fox*, tender for HMS *Ramilles* (74). **Mercury**’s crew used the cutter’s boat to capture *Fox*, which went aground on Ocracoke Bar. **Mercury** took to New Bern, North Carolina, the captured vessel and the prisoners, including a Royal Navy midshipman and seven British seamen.

November 16. *“American revenue cutter, the Eagle, prize to H.M.B. Dispatch, sailed under convoy of the [frigate] Narcissus”* bound for Halifax, Nova Scotia (Boston *Daily Advertiser*, 12/19/14). New Haven lacked a replacement cutter until commissioning of a new cutter *Eagle* in 1816.

December 24. Genesee District customs collector Caleb Hopkins writes Deputy Treasury Secretary Richard Rush *“I was called on the first of September to the Niagara Frontier and have remained there in generally speaking ever since which has precluded me from making my quarterly returns.”*

December 24. Treasury Secretary Alexander Dallas informs the New Bedford (Massachusetts) customs collector that ships from his port have been illegally provisioning the Royal Navy at Tarpaulin Cove, in Vineyard Sound. Dallas advises the collector *“to take decisive measures upon the advice of the District Attorney for preventing every kind of illicit intercourse with the Enemy.”*

December 24. Peace treaty (Treaty of Ghent) signed between representatives of the United States and Great Britain at a ceremony in Ghent, Belgium.

1815

January 4. In response to the destructive effects of the war on commerce, New England delegates to the Hartford Convention claim that *“Commerce, the vital spring of New England’s prosperity, was annihilated. Embargoes, restrictions, and rapacity of revenue officers, had completed its destruction.”*

January 8. Americans defeat a British army in the Battle of New Orleans in the last major land engagement of the war.

January 15. A British squadron captures frigate USS *President* (55).

February 4. Congress passes *“An Act to prohibit intercourse with the enemy, and for other purposes”*, which the revenue cutters must enforce.

February 11. HMS *Favorite* (18) delivers the peace treaty, Treaty of Ghent, to New York City.

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February 12. *Active* (Caleb Brewster) sent by military officials to notify the British squadron of the cessation of hostilities and pending ratification of the Treaty of Ghent. *Active* fails to locate the warships, which had likely received notification through their own channels of communication.

February 16. President Madison signs Treaty of Ghent officially ending the War of 1812.

February 25. Treasury Secretary Alexander J. Dallas issues a circular to all customs collectors regarding future policy in light of the conclusion of the war. In the two-page circular, he instructs, “[cutter] *officers and men must be recommended for their vigilance, activity, skill and good conduct.*” Dallas later directs that “*Smuggling, in every form, must be prevented, or punished. And if it be not prevented, the officers of the customs, according to their respective duties and stations, will be held answerable to prove, that there was no want of vigilance on their part.*” In the final paragraph, Dallas lists other duties to be carried out by the customs officials, hence their respective cutters, including “*immediate measures will be taken, for restoring the light-houses, piers, buoys, and beacons, within your district and jurisdiction, to the state in which they were before the war*”.

February 20. Frigate USS *Constitution* (55) defeats HMS *Cyane* (33) and HMS *Levant* (22) off the coast of North Africa.

March 3. Congress repeals “*the acts prohibiting the entrance of foreign vessels into the waters of the United States*”, thereby repealing elements of the Non-Intercourse and Non-Importation acts.

March 3. Congress repeals “*discriminating Duties on foreign Vessels*” and passes “*An Act further to provide for the collection of duties on imports and tonnage*”, which the revenue cutter must observe and enforce.

March 23. USS *Hornet* (20) defeats HMS *Penguin* (19) in the South Atlantic.

May 18. *Active* (Caleb Brewster) sails from Sandy Hook to New York transporting important dispatches from the USS *Constitution* destined for the Navy Department in Washington, DC.

May 27. *Massachusetts* (Samuel R. Trevett) delivers Major Samuel D. Harris, U.S. Army, to Castine, Maine, to enforce peace treaty obligations on the local populace.

May 30. Treasury Secretary Alexander Dallas writes the New York customs collector about building one or more schooner-rigged cutters to replace those lost in the war.

June 22. *Massachusetts* (Samuel R. Trevett) resumes regular revenue patrols along the Maine Coast.

June 30. USS *Peacock* (22) defeats *Nautilus* (14), a British East India Company armed brig, in the last naval battle of the war. This is considered the last military engagement of the War of 1812.

July 4. New Brunswick authorities auction off *Brunswicker* (ex-*Commodore Barry*) in Saint John, New Brunswick. It had served provincial authorities for 770 days, before its re-sale for £730.

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Note: Within months of the war's conclusion, the Treasury Department orders several new cutters to replace those lost or worn out during the war. The new cutters include *Active* (New York), *Dallas* (Savannah), *Detector* (Portland, Me.), *Eagle* (New Haven), *Gallatin* (Charleston), *Search* (Boston) and *Surprise* (Norfolk).

